



Manzanar/Independence 4-Lane Project Newsletter

Issue 1

Project Overview

The Manzanar/Independence 4-lane project is widening US 395 to a four-lane divided expressway from south of the Los Angeles aqueduct to Fort Independence Road, just north of the town of Independence. Granite Construction was the successful low bidder on this project and is the prime contractor. This work includes several major stages as outlined below.



Temporary piles being placed in the aqueduct. These piles will support the falsework during bridge construction

Los Angeles Aqueduct Bridge

The project includes building a cast-in-place pre-stressed concrete bridge over the Los Angeles aqueduct. The new bridge will carry northbound traffic and will be located east of the

existing bridge. The existing bridge will be utilized for southbound traffic. The contractor will line the aqueduct with concrete where it crosses the highway right of way. This will eliminate the need for LADWP crews to perform maintenance in the vicinity of the highway, enhancing the safety of both the traveling public and maintenance crews.



Crew works on reinforcing steel for the southern abutment of the new bridge

South of Independence

From the aqueduct bridge to the town of Independence the contractor is building new northbound lanes east of the existing highway. A 100' median separates the two directions of traffic with paved median crossovers at various points throughout the project limits. Near the Manzanar Historical Site the entire

March 2009

highway alignment will be moved to the east, resulting in the construction of both new north and southbound lanes. The existing highway will be relinquished to NPS and will serve as a frontage road, providing a safer access to the national historic site.

Included as part of the construction are 33 drainage systems varying from 18" corrugated steel pipe to a 10' x 12' reinforced concrete box culvert. The concrete box culvert will serve as an animal under crossing, eliminating the need to drive cattle across the highway and enhancing safety. The new arch pipe at Shepherds Creek will be lined with small rock to improve fish habitat.



Geotextile fabric was placed below the fill to add support to the roadway near the aqueduct

Intersecting roads within the project limits will be aligned to intersect the highway at 90 degrees. This will allow for the maximum sight distance in each direction, increasing motorist safety as they enter the highway.

North of Independence

North of town the new lanes that are currently under construction will be for used for southbound traffic. The existing highway will be rehabilitated and serve northbound traffic. All of the safety features incorporated in the roadway south of town will also be used here.



Rock slope protection is placed in drainage channels to help eliminate erosion

Town of Independence

The project will completely rebuild the road through the Community of Independence. Those areas that are now one lane in each direction will be widened to two lanes. Road surface grades through town will be changed to allow for drainage improvements. This will require building short retaining walls in some areas. Sidewalks will be built from Mazourka

Canyon Road to the Independence Airport on the east side of the highway, and from Citrus Avenue to the Caltrans Maintenance facility on the west. There will also be new historic style decorative lighting along US 395 for the length of the sidewalks.



Crew compacts material at the northern abutment of the new bridge. The steel piles that bridge will rest on are visible

This major reconstruction within the community will be done in two stages. During both stages there will be one lane for each direction of travel and shoulder parking will be eliminated. Initially all traffic will be moved to the west. Crews will then begin work on the sidewalks, drainage systems, and lighting on the east side of the highway. The final layer of pavement will not be installed at this time. Traffic will be moved onto the newly constructed half. Once the initial paving is completed on the east lanes, they will be striped for two-way traffic. Traffic will then be moved to the newly constructed lanes and the west side of the roadway will be constructed. After

completion of these facilities the final layer of pavement will be installed, final striping will be placed delineating two lanes for each direction. At that time the entire facility will be opened to traffic including shoulder parking.

Major construction in a town setting cannot be completed without some effect on local residents and the traveling public. Both Caltrans and Granite Construction are committed to making this as painless as possible. At least one access to all businesses, government offices, local streets, and private residences will be maintained (concrete work may require short closures). The available access may be different from the way you normally would access the building

Sidewalks will be closed on the side of the highway where work is occurring, requiring pedestrians to cross to the other side of the street.

This newsletter will be put out regularly and contain updates on activities. A tentative schedule is included. You can also contact District 9's Public Information Officer Susan Lent at (760) 872-0603.



Crew compacts the bottom of a trench before placing culvert pipe

Safety

Safety on any construction site is critical, we do not want anyone to get hurt! We will need your help in keeping everyone safe.

It is always interesting to watch things being built; however, there are a few things to keep in mind. Equipment operators have limited visibility and they may not see you. They are also concentrating closely on their work and may be unaware of your presence.

For these reasons it is imperative that you remain at least 25 feet away from equipment. If you are crossing at an intersection where a piece of equipment is working, wait, make sure that the operator sees you, and proceed only after they wave you on. If there is a flagger be sure to follow their instructions carefully, they are there for your safety.

Equipment is not the only hazard. When building sidewalks, curbs, gutters, and retaining walls, there will be large wooden forms being placed and removed. The worker carrying these large bulky pieces will have limited visibility as well. As the worker turns, the ends of these forms can swing

very wide and could strike you even if you are standing or walking several feet away.

Safety concerns do not end when the work crews go home at the end of the day, many hazards continue to exist. All work zone closures will be full time, day and night. When you see caution tape, do not cross it. This tape is placed to make sure that you don't stray into a dangerous area, it's for your protection. Keep a close eye on your children too. Do not allow them to play on equipment or in excavations. Please remain alert and aware anytime you are near the work zone.



View looking north from the subgrade of the new lanes



Aerial view of the new bridge construction area